



**The SOUTH AUSTRALIAN SOCIETY of MODEL
and EXPERIMENTAL ENGINEERS INC.**

“SASMEE PARK”, SASMEE Lane (off Millswood Crescent) Millswood, SA

PO Box 208, Goodwood, SA, 5034

**The Official Journal of
The South Australia Society of
Model & Experimental Engineers Inc.**

(Established 1927)



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(This bulletin is issued for information only)

EDITORIAL.

This Bulletin's cover photo shows Paul Dickenson driving Bernie's 620 class locomotive on its inaugural public run. Bernie has promised an article on this locomotive. (*Haven't you Bernie? Ed*)

Communication.

Each Bulletin takes about fifty hours to prepare. First, there are those members who contribute articles – to whom you editors are forever grateful. There are also the regular articles from the President and others. There is collated information, particularly with respect to the ever-changing Covid rules and other obligatory requirements. And all of this needs to be reduced to about two megabits so it is suitable for transmitting via the Email. The General Meeting minutes also take considerable time to collate and publish. These are made available to all members for their information and form a major part of the communication within the club.

The members may read these documents or not as they wish. That is the prerogative of each member. However, the information contained within these documents are considered “deemed knowledge”. This means that if you choose not to read these documents and there is important information that you have missed, expect scant sympathy.

Committee Meetings

The SASMEE Committee meets on the first Tuesday of each month at 7:30 pm. These meetings are open to any members who wish to observe. As a courtesy, please advise the Secretary of your intention to attend. If you wish to make a presentation or discuss an issue with the Committee, again please notify the Secretary so the item can be placed on the agenda. Note that the ability to attend and even hold Committee Meetings will depend on the prevailing Covid directions.

And finally – a quote from the May Bulletin.

“Covid hasn't gone away and there are still some restrictions, but returning to our own club rooms is a big step in the direction of feeling things are getting back to normal.”

Well, that worked, didn't it! The August meeting was held in the Maid of Auckland hotel. BL**DY Covid! Hopefully things will improve as time goes by.

PRESIDENT'S REPORT.

Bryan Homann

The Annual report for SASMEE Inc

Firstly, I whole heartedly thank all the SASMEE members who have contributed to our ability to continue to function in this 2020 to 2021 year.

Without the assistance of many people on field days, at the many working bees, including the Wednesdays, and the additional days working on the five-inch track remediation, my job and that of the Committee would have been next to impossible.

The field day workers have gone far beyond the provision of locomotives and other display items. Managing the requirements of our Covid Safe Plan has generated additional work, and thankfully members have stepped up to do these less glamorous jobs. There are many more jobs being done on field days other than those specifically connected with running trains. These include Covid Marshals, Safety Officers, Canteen workers, toilet cleaning, and front gate patron admission.

In the real back ground, there are of course members labouring away at the club and at home doing all the other non-modelling work.

Managing finance, membership, general maintenance, procurement, library, Bulletin, and answering all the odd questions potential patrons seem able to dream up, to name but a few. I am sure there are other largely invisible fields of endeavour that I have overlooked, and I apologise for that oversight.

By willingly doing the necessary, but not necessarily fun, jobs, shows a true demonstration of dedication to the Club. We cannot survive as a club without that dedication.

In the bureaucratic background, we have commenced a risk register, and a review of the associated documentation, both existing, and yet to be determined.

Apart from improving our ability to provide a safe environment for members and patrons, this is also becoming a necessity to comply with insurance, and AALS requirements.

Fortunately, we had few serious safety incidents. The notable events were two derailments on the five-inch track, one causing injury to one patron. A review of these incidents led to the decision to carry out

significant improvements to the five-inch track in order to mitigate the consequences of derailment. This highlighted track issues that have been present for many years.

Once the current work is completed, it will require ongoing inspection and maintenance to maintain higher standards than previously. On a lighter note, another accident, on the garden railway caused quite some excitement for younger patrons who thought the event should be repeated. Thomas the Tank Engine uncoupled from his train, shot round the track and whacked the dozing carriages up the backside. Work is continuing on a project to obtain funding for a new workshop, and an expression interest was put forward for a grant to install solar panels. Both are ongoing.

We operated all but three of our planned field days since the Covid re-opening last year. Experience showed that we were a bit optimistic about our ability to handle very large crowds while complying with the Covid distancing rules. This was compounded by the need to close the five-inch track. However, all the reduced number days have been fully booked, even after the entry price was raised to nine dollars. Not every booking has turned up, and the on-line pre-booking system has worked to our financial advantage.

We also managed to put on our member and inter club events. A change from the past was the holding of the Show of Work at the Christmas get together. This provided a much better daylight opportunity to look at the offerings, although it might have been a bit much for that day. The new Committee will have to consider what to do for the next version of these events.

On top of the Covid demands, the next biggest headache was the procurement of satisfactory public liability insurance. This was compounded by the insurance industry in general becoming very jittery regarding amusement rides. However, very determined assistance by a couple of members over many months eventually generated success, with a significant reduction in premium. Reducing our overall insurance premiums by nearly one third has been of great benefit to us in the lowered income environment of Covid operations.

The PLI event demonstrated some issues with the AALS, and we are working in an attempt to see a better process of safety management between the national body and the member clubs.

I have already mentioned the five-inch track work. However, some of our other infrastructure is showing signs of age. There were a few mains water leaks due to badly corroded pipes. This suggests that there will be more to come. The seven and a quarter track is also showing its age, with poor line and top developing, and in some places severe corrosion of ties. This will be the very next task after the five inch is back in service.

On a positive note, loco Apprentice has finally returned to service after its unfortunate fire some years ago. Our thanks to the small band of members who made this happen.

The boat pond algae and weed control has worked fairly well, with the only issue being the limitations of the water supply to the bore pump in the summer months.

Membership stands at 138, with several new members being welcomed into the club. Sadly, there have been several members passing away, and some who, because of family or medical issues, have needed to retire from active service

Finally, I thank the current Committee for doing all the work they have done. As I said a couple of years ago, SASMEE cannot be run by an autocracy; it requires a willing group. Some are choosing to retire from committee work tonight, and I wish them well in being able to spend more time keeping families happy, and, hopefully generating more things for us to admire at future Shows of Work.

The new Committee will have its hands full with things like Covid and Insurance issues unlikely to go away anytime soon.

In this day and age, the success and survival of a club such as ours depends very heavily on an ongoing stream of people who are prepared to devote time to club matters over and above their own specific interests and wants.

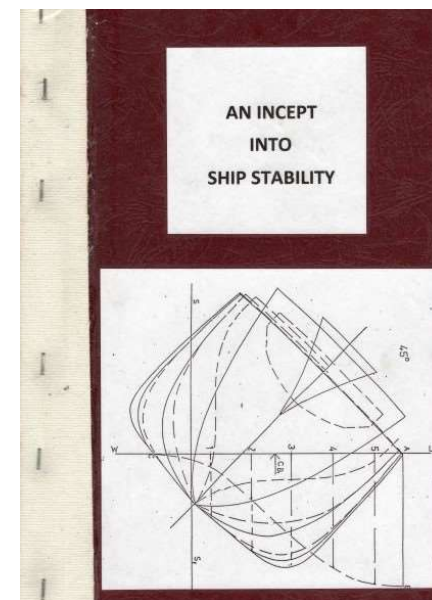
IN THE LIBRARY

Book of the Month

An Incept into Ship Stability – Neil Cormack.

Before you race off to the dictionary (as I did) the word incept simply means introduction. This book gives an overview of the elements involved in ship stability. The first third of the book is very instructive and easy to follow. Good insight applicable to modelling boats. The balance of the book goes into more depth and may well provide academic if not practical interest. As an aside, this book in number 1,001 in the SASMEE library catalogue.

Max Shuard



Magazines

There are a number of unbound magazines in the library. These include Model Shipwright and Warship. While not complete series, they contain many interesting articles.

The company, essentially a one-man band, that has bound SASMEE's books and magazines for countless years has closed down. We are looking for an alternative, so if you know of a friendly bookbinder, who doesn't charge the earth, could you please let me know at librarian@sasmee.org.au.

There are also many spare copies, particularly of Model Engineer. These are surplus to the requirements of the library so if you want or need any, please let me know.

Communication.

The library is open from 7:00 to 7:45 on General Meeting nights. Also, I generally attend the public run days and Wednesday working bees, so if you are looking for something, please just ask.

TECHNICAL MATTERS

Putt-Putt Challenge Next January John Foster

Progress to the Putt-Putt challenge is accelerating. As I said in the last update, we had so much fun with the small 300 mm boats last January we decided to upscale and increase the challenge.

The rules for the coming event:

- 1 Boat must fit on an A3 sheet with no overhangs,
- 2 Boat controls may be only a radio-controlled rudder(s).
- 3 There are no other rules.

The contest shall consist of up to three timed runs on a straight course to establish and average speed. This speed will be used to set a handicap for the main race which will be a lap of the perimeter of the pond with fastest boats starting from the back of the grid. The aim is to have fun.

Jeff During has already completed his boat and 4 four other boats are on the slipways. The more boats we get the more fun we will have. If anyone would like participate Jeff During and John Foster can provide advice and both have access to copper tube which can be provided free for Putt-Putters.

Depending on construction progress we may have a trial day before January, say on the show of work day.

(The bar has really been lifted this year. Spies have reported that Jeff During was testing his prototype – and it went like a rocket! Ed).

IN THE WORKSHOP

Model Whale Boat

Philip Edmonds

This is a one inch to the foot scale model of a whaleboat which were built in the 1890s. It is an example of the full development of this type of boat in the American whale fishery of the time. Over 45000 of these boats were made as they had to be replaced every two to four years and out of the tens of thousands of whaleboats made only about a dozen survive today in museums.



The plans were sourced from Model Shipway in America. The plans were very comprehensive and the book that came with the plans went through step by step of the construction of the model and a history of



the whaling fisheries in the eighteen hundreds. The model itself was made out of Huon pine as the fine grain of the wood looks right and it made 2mm thick planks without splitting.

The chest I made out of Meranti for the box. The lid and the whale tail handles were Mahogany, the mermaids out of Huon pine and the banner board out of Lime.



A Carrack of 1430

Max Shuard

I have long been fascinated with maritime history in the age of exploration and in particular, the very beginnings.



From the years 1380 to about 1420 there was a revolution in European sailing ship design. The traditions of the Mediterranean and the Atlantic were melded together. From the Mediterranean came the carvel built hull with planks laid edge on edge,

rather than the Atlantic tradition of clinker planking where the planks were overlapped on the bottom edge. The Atlantic practice contributed the stern rudder which determined much of the hull shape in that a

much finer entry and run became a feature of the hull. This improved the seaworthiness and introduced into Europe a true ocean cruiser for the first time. Multi masts were introduced, enabling the ship to steer and manoeuvre with greater ease. Performance to windward was still poor, with a beam wind about the best the design could achieve. Tacking was out of the question. Wearing ship was the method of changing direction. Much better to stay in harbour and wait for a following wind.

Research for the model was interesting and actually took longer than construction of the model. Contrary to the assertions of my grandchildren, I was not around to observe the ships first hand, so had to resort to secondary sources.

The main source of information came from articles published in the Mariner's Mirror over the years. There is Sergio Bellabarba's excellent translation of the Fabrica Di Galere, a fifteenth century Venetian manuscript on medieval ship building. Then there is manuscript of Giorgio Timbotta. Mr Timbotta must have been a very interesting



fellow. A collector of documents, his compendium included a letter to the Pope, notes on music, medicine, including the benefit of the herb rosemary (some of them magical), arithmetic and astronomy. But most importantly, to the delight and eternal gratitude of researchers and modellers, twenty-eight pages on contemporary ship building and sail making. Also, over the years a number of articles in the Mirror by R Morton Nance on the interpretation of iconography are very enlightening. And, of course, the famous contemporary votive model of a ship

of the period in the Price Hendrich Museum in Rotterdam.

The model I made is therefore a hybrid of both Mediterranean and Atlantic traditions. The carvel hull, fished main and mizzen yards, stays inside the bulwarks instead of on chain plates on the outside of the hull

and a Jacobs ladder to the top rather than ratlines, all reflect Mediterranean tradition. Square sails, multi masts and a stern rudder reflect the Atlantic influence. The period predates the use of canon at sea, hence the high fore and after castles. It flies a Basque pennant. The Basques were foremost ship builders and traders in this period and had access to both northern and southern shipbuilding technology.



The model is of bread-and-butter construction with plywood upperworks. It has a bolt on false keel for stability when sailing. Two channel radio controls the rudder, fore and main yards.

Whether the model is a true representation of the prototype is something we'll never really know, unless a fairly complete representative, similar to the Bremerhaven Cog or the Mary Rose is unearthed sometime in the future.

All that can be said is that if you were standing on a pier on the Iberian Atlantic coast in the first half of the fifteenth century, you may have seen something like this entering the harbour.

One is to One Scale

Simon Huntington

I have been busy in my shed and also outside my shed as the project was too big to pull apart in the shed! It's 12 inch to the foot. I purchased the engine and steamed it up to check it out before stripping down for boiler inspection. I found several things that required attention. Fellow members Jack Soames, James McInnes, Shaun Cassidy, Hayden Van Der Lee, Ian Roberts and a couple other mates assisted

with the project. The engine was stripped down to reveal the boiler for thickness testing and crack testing.



The boiler was grit blasted and then painted with zinc epoxy. A strip of barrel was replaced at the front of the barrel and several areas were pad welded. A new smoke box was made and about 60 3/4" rivets were made and fitted.

The piston rod, valve rod and regulator shift were welded up and ground to suit hard chrome and the finish ground after chroming.

New valve guide bushes and rod bushes were made. The water pump was also rebushed and the plunger hard chromed. The main cylinder was honed and a new piston ring was made.

The check valves and safety valves had the seats reputation and spools machined then lapped in.

The steering gear was welded



Sandblasting the boiler

up where three teeth were just about gone. It will be replaced in the future. The steering chains had some worn links welded up.



Riveting the boiler



Removing the crank and flywheel

All of the motion work was polished up to bright metal finish from rusty and painted components. Everything else was cleaned and repainted which was a big task in its own right. A number of other minor jobs were done which seemed to take a lot of time to do.

The end result was a nice looking and smooth running engine. We all had fun playing with it for my 50th birthday party. There are some other things to do but they will wait until my Buffalo Pitts is finished.

I have commenced building a 4 inch scale of this traction engine,

maybe early next year there will be something assembled to photograph, just lots of parts at the moment.

Hope this might be of interest. I am also building a 7 1/4 Shay at the moment but that's another story. It's well over half finished.

SASMEE BUSINESS

Vale - John Le Lacheur - 1926-2021

By David Hawkins

It is with sorrow that I announce the passing of member John Le Lacheur on

Saturday 15th May 2021 at the Resthaven Home in Paradise.

John originally joined S.A.S.M.E.E. in 1944 at age of 18. He wasn't long with us when his naval service and work commitments kept him away. John had also joined the Theatre Organ Society, SA Division and was an accomplished piano player.

In 2010, at the invitation of John Beal (also a T.O.S.A. member), John Le Lacheur re-joined S.A.S.M.E.E. and set about building a drivers power car from a French "TGV" set in 5" gauge. Plenty of advice from John Monteodorisio enabled him to construct the electrics for this

engine. The base frame, wheel sets, motors and associated electrics/control panel having been completed, John Le Lacheur brought it over to the club for a test run. John Beal and I were fortunate enough to have a drive of his engine and it performed well, using a club riding car.

John Le Lacheur had the model in his workshop at home and had built the side frames and was preparing to work on the body/roof panels when his health declined and he had to be placed in the care of Resthaven. The locomotive is now in the hands of Anthony Bisball who had joined us along with John. Anthony's aim is to have it completed in the future and we may see it grace our tracks in years to come.

John Le Lacheur, although he had not been long in the club, got to know some members quite well. When he was placed into care, he still enjoyed reading our "Bulletin" that he received. His funeral was on Friday 28th May 2021 and was attended by myself, John Beal and Malcom Ambler from S.A.S.M.E.E.

John Le Lacheur will be remembered as an easy-going, pleasant fellow that will be missed. He was 94.

Vale – Bill Weste – 1937-2021

Jeff Schaefer



William (Bill) Neil Weste was born on the 3rd January 1937 in Hazelwood Park, SA. He attended the Magill primary school and then the Norwood Boys Technical High School.

Bill gained employment as an indentured Patternmaker with Chrysler Australia Ltd in January 1953 at the Keswick Plant. During his time at the Keswick Plant he met Rhonda, an attractive young lady, who operated the Engineering Drawing Office print machines, a romance and a marriage followed. They were to have three sons and a daughter. In years to come, Bill & Rhonda were to have five grandchildren.

Bill's wood working skills were employed in making the Master models for the new Valiant cars; these are all handmade, full-size, precise forms of the finished body panels. When Chrysler moved to Tonsley Park in 1964, Bill became involved in the new techniques of using epoxy plastics for patternmaking. In 1967, when Chrysler



opened the Lonsdale Engine Plant, Bill transferred from Tonsley Park to the Pattern shop to work on the patterns and core boxes required for the production of the new "Hemi" 6-cylinder engine for the Valiant.

Bill developed an interest in sailing and he sailed a "Hartley 16" with the Glenelg Yacht Club.

Bill left Chrysler after 32 years with a change of direction to become a courier driver with Tailgate Couriers. Returning to manufacturing as Quality Control Manager with Deks Thyer Rubber Co at Mile End, this being his final employment role, retiring in 1999.

Bill built "Bonsai", his model M class or Marblehead yacht, after he had joined the Stirling Marblehead Yacht Racing Club. He raced his yacht in the Woorabinda Lake at Stirling and was quite successful having placed 2nd overall in 2007. (Third o/all in other years)

Bill joined SASMEE in December 2000 and was an active participant with the Boat pond members.

When Rhonda & Bill had holidayed to England Bill became interested in the Lake Windermere steam launches. He built "Langdon" a RC single cylinder steam launch complete with its crew.

Unfortunately, he was diagnosed with cancer of the stomach/oesophageal region.

Complex surgery removed the cancer and after a lengthy & difficult recovery, Bill got on with life as best as possible. Sadly, he passed away peacefully at home with family on the 19th June 2021.

SASMEE has lost one of the Good Boat Boys.

For Sale



3 ½" gauge Britannia - Full set of drawings (new) and construction notes for.

5" gauge Rail Motor. - Full set of drawings (new) for

Pair of bogie frames (photo attached) - bogies have new

brake gear, springs and bearings.

Would like to sell as one lot – price negotiable.

Contact Kingsley Martin. 0412 836 684

Wanted



My name is John Messer. My grandfather was Vic Messer who I believe was a founding member of Society. He made a number of model trains which are distributed amongst our family, and I have a train that is known as "Nothus"

, being a mixture of two trains - so named because of his wicked sense of humour!

I have no intention of ever selling this train but am concerned about its condition although I've tried to keep it clean and on display in our lounge room. I would very much like to get it

reconditioned/restored to its original glory. I wondered if the Society could help me in any way in this respect. Is there anyone in the organisation that would have the facility to work on this model? I would be grateful for any suggestions in this respect. I will attach a photo taken at a recent Show & Tell at my grandson's school. The kids were fascinated & I managed to get in a couple of plugs for your open days!

Sign In Requirements

There have been some queries regarding the need to sign in when attending SASMEE Park in relation to the QR code record.

It is still a requirement to sign the attendance book whenever you are on site at SASMEE. This is an important requirement of the SASMEE insurance and failing to sign in may mean you are not covered in the event of an incident or accident.

Outside of the club house, on the right-hand side of the meeting room door, there is a small metal box marked "Sign in Book". A sign in book is kept there so a key and code to the clubhouse are not needed.

It is also a requirement to scan the QR code. If a person does not have a smart phone, then they must do a manual paper sign in, on the government sheet. By state law, none of the QR and manual alternative data is allowed to be used for any purpose other than contact tracing. It will not release information and only holds the data for 28 days. It therefore is not a substitute for signing the attendance book.

So please remember to sign in whenever you are at the park, even if there for only a short time.

3 ½" 5" Track Remediation

The remediation of the 31/3" 5" track is proceeding slowly. It was hoped that by now the track would be completed. Since the last Bulletin, working bees have been held on each Saturday of the non-public run day weekends – when Covid and weather have permitted.

The trackwork on the bridge and in the tunnel is now finished. The mainline is connected throughout. Skewes Crossing is complete and the concrete for the road crossing has been placed, allowing for the larger 71/4 locomotives to be unloaded. Connection to the 5" Riding Car shed still to be done. Final lifting, lining and ballasting are also to be done. Here are selected of photographs of the work.

Removing the raised track near the station - 1992



Removing the raised track near the Lillypond Bridge. 1992

David Hawkins and Graham Gaetgens getting some exercise.





Jeff Schaefer finalising the approach to the bridge.

Peter Cockburn spending many hours on the earthworks



Michael Moyse and Shaun Cassidy working on the signalling.



Trevor Hill manufacturing sleepers

Ted Drechsler supervising Alan Thomas measuring up the Skewes Crossing track connection.



Ainsley Cuthbertson bolting the rails and checking dimensions.

A finished section of track



Skewes Crossing concrete



First Test Run- Geoff Hall with Maisie

SASMEE Field Visit.

We are proposing a visit to Glenn Smythe's workshop at Iron Bank at a date around October this year. Many of you will know that Glenn is model building in foot to the foot scale with a well-advanced version of an SAR narrow gauge Z class 4-4-0 steam locomotive.

Glenn's workmanship is of a staggeringly good quality, and his workshop is something to drool over.

Therefore, we want interested members to **reply back to the Bulletin Editor (bulletin@sasmee.org.au) by the end of August** with their expression of interest.

We cannot specify an exact date as Glenn has shift work commitments, and also in his current position of Loco Superintendent at Pichi Richi Railway.

The plan is for a \$10.00 donation to assist Glenn, mainly as a token of gratitude for taking in visitors, and allowing a very rare Australian opportunity to see a brand new steam loco under construction.

The locomotive is very close to being complete except for the boiler. It will not be too long before the frame is wheeled, and then shipped up to Quorn to make space for boiler construction. This is a very limited opportunity to have a good close look before it heads north.



Glen with his Z Class

Show and Tell/Auction

Put **Saturday 30th October** in your diary. The club will be holding a Member's day on that day. Start time at 2:00 pm until whenever. The day will feature the Annual Show and Tell of output from the workshop. Also, bring any unwanted items for the Annual Auction.

Resleeping Machine

In the workshop, buried under some nondescript bits and pieces, was the remains of a hydraulic resleeper machine. The principle looked sound, but it had broken parts which is possibly why it had fallen into disuse.

Using it as a prototype, Philip Edmonds took it home and made a newer stronger machine. The result is brilliant. It has cut down the time to resleeper a length of rail to about one hour – a quarter of the time taken with the manual cam type resleeper.



Alan Thomas and Graham Gaetgens
Resleeping Time Trial

Private Run Days

SASMEE encourages members to undertake the use of club facilities for private run days.

The club grounds cannot be hired out to non-members and any private run day must be controlled by a SASMEE member. The guidelines below relate to large, member sponsored private meetings.

There are the following conditions.

- Requests for private run days should be submitted to the Committee and ratified at a General Meeting.
- The names of all attendees must be recorded both in the SASMEE sign in book AND either the Covid QR code or the Covid sign in sheet. These are the current requirements. Any future Government directions will be included as and when they occur.
- The use of consumables such as coal, gas etc should be recorded in the activity log book. A charge may be applicable for coal if a large amount is used.
- The canteen will only be opened with prior agreement with the Canteen Manager.
- The use of club locomotives and wagons is not permitted without prior specific permission.
- The club grounds and facilities should be left in a clean and tidy condition.
- It is expected that all rubbish will be removed and not left in the SASMEE waste bins.
- Any incidents, such as derailments, damage to equipment etc must be reported.
- Entrance can be gained by arranging for the gates to be unlocked at an agreed time.
- On leaving, the grounds must be secured and the main gate locked.

There is no charge for members to use the club grounds. However, a donation will be appreciated.

SASMEE Bible

We have started to collate all the documentation necessary for running the club. Currently this is held in a number of different locations and is not always readily available. Volume 1 will contain administrative issues such as the Constitution, Regulations, Canteen procedures etc. Volume 2 will contain technical matters relating to track, boiler house, rollingstock, signals etc. If you are the custodian of various items, please contact the Librarian and we'll take a copy.

Also starting a folder to hold equipment manuals. If you find any lying around, whether it be for a fridge, tool or any other item please hand it in to the library.

Up and Running

Notwithstanding the vagaries of Covid and weather, Run Days were held on the 2nd and 15th of May, the 6th and 19th of June and 3rd and 17th of July. The Run Day on the 1st of August was cancelled due to Covid restrictions. With the continuing closure of the 31/2" 5" track, the 5" 71/4" track was operating and public attendance limited to 200, raised to 220 from July.

The Run Day on 15th May had the following contributions:
5" 7 1/4"

- Apprentice John Bellew
- 351 Jeremy Kemp
- U33 Greg Weaver

The pond was alive with:

- Air Sea Rescue Michael Offler
- Swiss Barge Malcolm Ambler
- Stern wheel Paddle Steamer Malcolm Ambler
- Speedboat Excellent Jeff During
- Fishing boat Raelene 11 Michael Priest
- Fan Propeller Speedy Jeff During

On the stations were Enzo Greco, Brian Leach and Trevor Morcom. Aidan Monsma was guard on U33's train.

In the Canteen were Mary Homann, Toni Offler, Jill Smith and Graham Gaetgens.

On the gate were John Harris and David Hawkins.

Ainsley Cuthbertson was the Safety Officer and Allan Wallace Covid Marshall.

The Run Day on the 17th July had the following locomotives on the 5" 71/4" track

- Black 5 Allan Wallace
- Arayalla Bryan Homann
- 351 Ainsley Cuthbertson
- U33 Kyle Delaney Carter

On the pond were:

- Tug Boat Jeff During
- Trawler Pride of Firth Bob Smith
- MTB 1011 Bob Smith
- Jet Boat Excellent Jeff During
- LK57 Fishing Trawler Michael Offler

On the stations were Enzo Greco and Dylan O'Sullivan. Aidan Monsma was the guard on U33's train.

Michael Moyse operated the Steam House

In the Canteen were Mary Homann, Toni Offler, Jill Smith and Graham Gaetgens.

On the gate were John Harris and Trevor Morcom.

Jeff Schaefer was the Safety Officer and Greg Weaver Covid Marshall

The June and July General Meetings were held at the club – in the club house. For a while, things were almost normal. John Foster gave a talk on East Coast Paddleboats after the July General Meeting. But for August, Covid struck again and the AGM was held at the Maid of Auckland Hotel.

Reminders!!

Covid Hygiene Training Online

A reminder, please complete the Covid Training and Covid Marshal Training. Without enough trained volunteers, we cannot continue to run.

Elected Members 2020/2021

Below are listed the elected members and contact numbers.

President	Bryan Homann
Vice President	Ian Thomas
Secretary	Max Shuard
Minutes Secretary	David Hawkins
Treasurer	Mary Homann
Asst Treasurer	Trevor Morcom
Safety Co-ordinator	Geoff Hall
Councillors	Alan Thomas
	Greg Weaver
	John Mere

SASMEE - List of appointments made after the 2019 AGM.

There are a number of non-elected positions required for the running of the club. Below is the list of these positions and the appointees.

Public Officer	Secretary (Alan Saunders)
Canteen Managers	Bryan and Mary Homann
Track	Michael Hattersley, Michael Moyse
Track Signals	Michael Moyse
Coal Monitor	John Mere
Rolling Stock Inspector	Kingsley Martin
Boiler Inspectors	Bryan Homann, Simon Huntington

Auditors
Fire
Buildings
Rubbish Collection
Librarians
Bulletin Editor
Pond
Garden Railway
Boiler House Manager
Website and other IT
Driver Trainer/Assessors
New Members Mentor
Competent Person AALS

John Montedorisio, Peter Hoyer
Graham Gaetgen, Michael Moyse
Jake Barber
Geoff Hall
David Hawkins
Bill Coles, Max Shuard
Bill Coles, Max Shuard
Robert Ball
Max Shuard
Bernie Dickinson
Jessica and Kingsley Foreman
John Mere, Brenton Dicker
Jessica Foreman
Allan Wallace

SASMEE – Position Email Addresses

There are now email addresses for each position within SASMEE. These will remain valid, even when the incumbent changes.

Alan Saunders
Bryan and Mary Homann
Michael Hattersley, Michael Moyse
Bryan Homann, Simon Huntington, John Montedorisio, Peter Hoyer
Graham Gaetgen, Michael Moyse
Bill Coles, Max Shuard
Bill Coles, Max Shuard
Bryan Homann
Ian Thomas
Max Shuard
David Hawkins
Mary Homann
Trevor Morcom
Geoff Hall